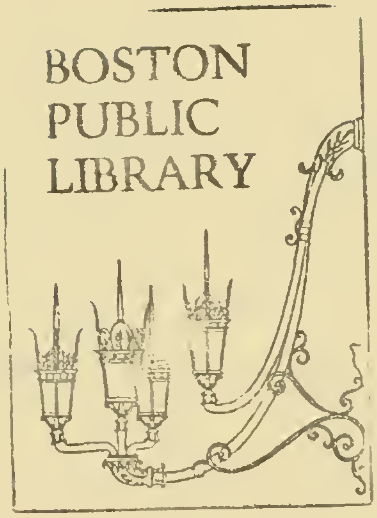

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Preliminary Analysis of
Industrial Land Use
in the City of Boston

Boston Redevelopment Authority
Planning Department
January, 1972

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PURPOSE OF REPORT

The Economic and Industrial Commission and the Boston Redevelopment Authority have undertaken a variety of studies relating to the industrial base of the City of Boston. The major conclusion of these studies is that manufacturing firms are leaving the City of Boston because they do not have adequate space in which to expand.

The need for industrial renewal has led the Economic Development Industrial Commission to request that the Boston Redevelopment Authority as the City's planning agency undertake a study of industrial land use. The purpose of this study ultimately is to provide the Economic Industrial Development Commission with guidelines and areas for potential project development. This information could then be used for the creation of a City of Boston industrial development plan and program.

SCOPE OF REPORT

The following report will provide some of the basic information needed for the preparation of an industrial development plan for the City of Boston. This study describes and analyzes four interrelated factors.

1. The location of areas presently zoned for industry.
2. The location, ownership, size and status of private and publically owned parcels known to be available or possibly available for industrial use.
3. Projects under study, in planning, or under construction in the City of Boston within or adjacent to industrial areas.
4. Proposed Industrial and Change Study Areas: areas recommended for industrial use, either existing or proposed, and areas presently industrial where a change in use should be considered.

As a consequence of this preliminary effort it was concluded that further analysis would be required before specific sites could be recommended for industrial development and before land use policies can be adopted. This report, therefore, stops short of proposing areas, priorities, and policies for industrial development in the City of Boston. It does, on the other hand, designate specific areas which should be studied.

METHODOLOGY

The preliminary analysis of Industrial Land Use in the City of Boston is divided into three sections. The introduction describes the background and purpose of the report and summarizes the major conclusions of the study. Four basic maps were prepared and analyzed. The introduction discusses four general conclusions derived from this analysis as well as thirteen specific findings which relate directly to the four study maps.

The description and analysis section of the report describes the data and analysis derived from each of the four study maps.

The appendix includes the raw data which was used in this preliminary study of industrial land use in the City of Boston.

PRELIMINARY CONCLUSIONS

1. Given the fact that the number, size, location and availability of industrial parcels is so limited, any program of industrial development in the City of Boston will have to work in close cooperation with the Boston Redevelopment Authority, private developers as well as local community groups in order to find and make available suitable areas for industrial use.

    a. Of the two parcels of land in the City of Boston over 20 acres in size which were determined from brokers' listings to be immediately available, only one appears appropriate for industrial use - the Freeport Street property in Dorchester. This parcel is privately owned.

    b. Of the two parcels of land over 20 acres in size which were determined to be possibly available, only one, the Charlestown Navy Yard, is initially seen as appropriate for industrial use, should the property be released for development at the time the Navy Base is relocated to South Boston.

2. Present plans call for utilizing at least 50% of the approximately 6,575 acres zoned for industry in the City of Boston for other than industrial purposes.

    a. Land Use policies are resulting in a pattern of mixed industrial - residential - commercial land use which is very possibly more haphazard and inefficient than the existing system.

    b. Present city land use policies are exagerating one of industry's basic problems, the need for expansion space.

3. The areas with the greatest potential for industrial development appear to lie at the extremities of the City:

    Allston
    Charlestown
    East Boston
    Readville
    South Boston

4. Industrial areas whose future is uncertain lie within the heart of the City:

    Brighton
    Dorchester Coast
    Fort Point Channel
    Inner Harbor:
        Downtown
        East Boston
        Charlestown
    Jamaica Plain

5. Certain areas are potentially suitable for industrial and non-industrial uses. These areas should be defined.

Specific Findings, Summary

Map #1: Areas Zoned For Industry.

1. With the exception of two areas, the Southwest Corridor and North Dorchester/South Boston, areas zoned for industry are located along the major waterways, the Boston Harbor, and the Mystic, Charles and Neponset Rivers.

2. Restricted manufacturing districts (indicated green) are located in buffer zones between heavy industrial and residential areas and in locations not necessarily dependent upon water transport.

3. General industrial areas (indicated red) are located along the perimeter of the City.

4. Waterfront districts (indicated yellow) occur solely along the Inner Harbor and the Dorchester Bay coast.

5. Approximate total acreage by zoning district is as follows:

   Restricted Manufacturing - 2658 acres
   General Industrial - 2889 acres
   Waterfront - 1028 acres

Map #2 Sites Available and Possibly Available for Industrial Use

5. As of August 31, 1971 240 acres of land were available or possibly available for industrial development in the City of Boston.

6. The total 240 acres of industrial land is composed of 26 individual parcels.

7. Four of the 26 parcels account for 86% of the total acreage. Three are owned privately, Finn Associates, O. G. Kelley and Verrochi (with State Street Bank having an option) and they are located in Dorchester. The fourth parcel is owned by the Massachusetts Port Authority. It is located in East Boston.

8. Only 18% (55 acres) of the total 240 acres was determined to be immediately available. This land is a composite of 20 parcels two of which together account for a total of 44 acres. These two parcels are owned by Finn Associates and a private individual, O. G. Kelley.

9. The acreage identified is located in the following districts:
   5.1% (12.6 acres) in restricted manufacturing zones,
   85.4% (207 acres) in General Industrial zones,
   9.5% (24 acres) is located in waterfront zones.

Map #3: Current and Proposed Development

10. A survey of industrial areas by planning districts indicates that in most of the City there are isolated plans for converting industrial land to residential and commercial use. Note Downtown, South Boston, East Boston, Jamaica Plain, West Roxbury, Dorchester, Charlestown.

11. With possibly minor exceptions, no projects are being planned for those additional areas proposed for industrial use in the 1975 General Plan.

Map #4: Proposed Study Areas

12. INDUSTRIAL STUDY AREAS

Eight broad study districts have been designated as suitable for industrial use. There areas are located in districts zoned for industry as well as in areas which are not zoned for industry. Surveys should be undertaken of these areas to determine their potential for industrial use or more intensive industrial re-use. The industrial study districts are:

1. Charlestown
    a. Mystic River area
    b. Somerville line area

2. East Boston
    a. Chelsea River area

3. Hyde Park
    a. Readville yards

4. North Allston

5. North Dorchester
    a. New Market Street area

6. South Boston
    a. Navy yard
    b. Port Consolidation area

7. South End

8. South West Corridor

13. CHANGE STUDY AREAS

A majority of the areas zoned for industry in the City of Boston will, according to current plans and proposals, change their use to residential, commercial and possibly light manufacturing purposes. The impact of these changes on the industrial base of Boston should be analyzed and evaluated.

The change areas include:

1. The inner Harbor:
    Downtown
    South Boston
    East Boston
    Charlestown

2. The Coast of Dorchester

3. Portions of the Southwest Expressway Corridor

4. Saw Mill Brook, West Roxbury

5. Kenmore Square

6. Brighton and Allston

14. JOINT USE STUDY AREAS

Several areas are possibly suitable for both industrial and non industrial uses. These study areas will be defined in discussions between BRA and EDIC staff.

NEXT STEPS

The following process is proposed as a means of working towards an industrial land use program for the city of Boston.

A. Review of maps and report

  1. In-house BRA review

  2. EDIC Review

B. Recommendations

  1. BRA to designate priority study areas for industrial development as well as re-use.

  2. EDIC to determine the locations which have the greatest potential for industrial development or retention.

  3. BRA and EDIC to determine joint study areas.

C. Evaluation

  1. BRA and EDIC to evaluate most desirable industrial areas from land use and industrial location points of view.

  2. Priority industrial development areas should be selected.

D. Conclusions

  1. Most desirable sites should be evaluated in terms of following criteria: size of site, land use, relocation, utilities, access, acquisition costs, re-use potential, soil analysis.

  2. Issues which require further analysis should be identified.

PART II

ANALYSIS

Map #1: Areas Zoned For Industry

Definition of zoning categories

The Boston zoning code recognizes three types of industrial districts. Within each of these districts certain uses are either forbidden, allowed or conditionally allowed. (See Table 1)

The Waterfront district is the most exclusionary of all the industrial districts. The only uses which are allowed are industrial firms which require waterfront access for the receipt or dispatch of goods. All other uses within this district are either forbidden or conditional.

The General Industrial District is the most inclusive with respect to industrial uses of all the three zones. Understandably, the only urban uses which are not permitted are single and multi-family residences. Commercial uses such as retail and office, are permitted.

The Restricted Manufacturing District differs from a Waterfront and General Industrial District in one important respect; noxious industrial uses are not allowed. Multi-family residences, in addition, are conditionally allowed. General commercial uses, on the other hand, are allowed.

TABLE 1

General Summary of Permissable Uses by Industrial Zoning Category

Use	Manufacturing (M)	General Industrial (I)	Waterfront (W)
Multi-Family	C	F	C
Educational Instit.	C	C	F
Research	A	A	C
Retail Stores	A	A	C
Office	A	A	C
Service establishment	A	A	C
Parking lot & garage	A	A	C
Transportation use	C	A	C
Industrial use	A	A	A*
noxious industrial use	F	C	C

Key

C = conditionally allowed

A = Allowed

F = Forbidden

* = "A" if waterfront access required for receipt or dispatch of goods or for any other reason, otherwise "C".

Map #2: Sites Available And Possibly Available for Industrial Development

Summary By District

A listing of sites available or possibly available for industrial development was obtained from EDIC. This listing is included in the Appendix, Chart 1. The sites are located on Map 2. A summary of the parcels by district is included below.

Allston Brighton (AB)

Of the seven (7) parcels identified, five (5) were determined to be available and two (2) not available. Only one (1) of the available parcels (AB/1, at Guest Street) is of any significant size; 3.8 acres.

Charlestown (C)

There is only one small parcel owned by the Massachusetts Port Authority which is possibly available for industrial use.

East Boston (E)

Three industrial parcels of between 2.2 and 5.5 acres in size are immediately available in East Boston. They are located in areas generally felt to be suitable for industrial use.

One additional parcel of land which is potentially available but unsuitable for industrial use is owned by the Mass. Port. The site (E/4) is in an area proposed for open space conservation.

Dorchester (D)

The coast of Dorchester is unsuitable for heavy industry. The Freeport Street property is possibly a good site for industry.

Hyde Park

There are two relatively small industrial parcels in Hyde Park.

Jamaica Plain

Two parcels each under one acre are available.

Roxbury

Only one parcel, 12,000 sq. ft. in size, has been identified.

South Boston

Of the four potentially available parcels, only one is of any significant size, 9.8 acres. There are two possibly available parcels each approximately 2 acres in size.

South End

Downes Lumber Company, 1.3 acres in size, is available for industrial use.

MAP III

CURRENT AND PROPOSED DEVELOPMENT - SUMMARY BY PLANNING DISTRICT

In order to evaluate the status of districts zoned for industry in the City of Boston, an analysis has been undertaken of the BRA and the City of Boston planning efforts within or adjacent to these areas. All current and proposed developments within or adjacent to industrially zoned districts are located on Map 3. The key to Map 3 is included in the appendix. The following analysis summarizes current and proposed projects by planning district.

Allston Brighton

The residential areas of Allston abut industrial districts. Existing plans call for the preservation of the residential areas of Allston through programs of code enforcement or renewal. North Harvard and Waverly Street are examples. The concept of an industrial park in the Rug Road area has received community and BRA support.

Charlestown

The perimeter of Charlestown is zoned for industry. Present plans call for the re-use and redevelopment of these industrial areas. Current proposals include the construction of industrial centers, new residential areas and/or parks.

East Boston

The perimeter of East Boston with the exception of the Orient Heights section, is zoned for industry. By contrast, a review of the nine current and proposed developments in East Boston indicate that there are plans to develope most of the waterfront industrial and or waterfront districts for residential or commercial use; 4 for park usage, 4 for residential and or commercial use and 1 for a school.

Dorchester

Two major projects are changing the industrial character of the Dorchester waterfront. The University of Mass. campus is under construction. The Neponset dump is being studied as a site for a residential-commercial-recreational complex. The Commercial Point Waterfront Park is a third location on the Dorchester coast whose industrial character is being altered.

Hyde Park

The recommendations of the Southwest corridor Segment of the Boston Transportation Planning Review (BTPR) will have a major impact upon the areas presently zoned for industry in Hyde Park. The plans for the railroad in terms of the Readville Yards will also have an influence on the industrial potential of this portion of the city.

Jamaica Plain

The Bussey Estate is presently being considered for middle income or elderly residential use.

Roxbury

A 6 acre industrially zoned parcel is in planning as a turnkey elderly housing site.

South Boston

South Boston is one of the major industrial areas of the city. Current proposals, if implemented, would lead to the replacement of heavy industry and waterfront uses by commercial, residential and possibly light manufacturing uses.

The location and design of the third Harbor Tunnel could have a major influence on the future pattern of land use in South Boston.

Boston Proper

A variety of both public and private development projects are presently underway in Boston Proper. These projects include the South Station proposal, 4 major office-commercial projects, a waterfront park and a bicentennial proposal.

MAP IV

PROPOSED STUDY AREAS

On the basis of the previous analysis, two types of study areas have been defined.

INDUSTRIAL AREAS

Industrial Retention areas are districts which should be considered for industrial use. This category includes existing industrial areas whose potential for more intensive use should be analyzed as well as new areas whose industrial development capacity should be evaluated.

CHANGE AREAS

Change areas are industrial use districts which should be considered for nonindustrial uses.

A description of proposed Industrial and Change Study areas by district is summarized below. No effort has been made, at this stage to attach priorities to any of these areas. The location of the study areas is noted on Map 4.

Allston Brighton

One industrial area should be considered for redevelopment. This is the Rug Road district off north Beacon Street. A second retention area, the rail yards, should be analyzed to determine its growth needs.

Two change areas have been designated, Ashford Street off Commonwealth Avenue and North Allston. The best re-use of these areas, either industrial or residential, should be determined.

Charlestown

The majority of the industrial areas in Charlestown should be studied to determine how the property can be used more efficiently.

Two major parcels, the Navy Yard, and the Port Authority container shipping facility should be analyzed in terms of their potential re-use for other than indicated purposes.

East Boston

Three study areas are delineated. Between the Andrew McArdle Bridge and the City of Boston is the only waterfront district, which the community feels is suitable for industrial use.

A variety of non-industrial projects are being planned in the remainder of the waterfront and manufacturing districts. These proposals are establishing a trend which would terminate the presence of industrial uses in the two general study areas which have been identified on Map 4. An analysis should be made to determine whether this re-use trend should become the stated policy of the City.

Dorchester

Two areas have been identified in Dorchester. The change area runs along the Penn Central railroad tracks where, because of access problems, residential uses seem more appropriate.

The retention area is in the New Market Square district. An investigation should be made to determine whether there are any sites which could be more intensely utilized.

Hyde Park

Two industrial areas should be analyzed in Hyde Park. The under-utilized Readville Yards could function as an industrial site if the Penn Central Railroad were to consolidate their facilities. A second retention area is the industrially zoned area adjacent to the right-of-way of the proposed Southwest Expressway.

Jamaica Plain

Two change areas north of Center Street have been identified. They are both under-utilized areas in close proximity to residential neighborhoods. Several additional study zones in the Southwest Corridor have been identified as industrial districts which could be utilized more intensely.

Roxbury

See Jamaica Plain above.

South Boston

The industrial area of South Boston should be studied to determine its best re-use in terms of a range of social as well as economic and land use considerations.

Boston Proper

The waterfront in the downtown area is zoned for industry. This is contrary to existing and proposed land use. The zoning should therefore be up-dated.

The last remaining manufacturing area of the downtown is the leather district. It is inevitable that this use will change to commercial-residential.

APPENDIX

Chart I - Brokers' Listings of Industrial Parcels

Table 2 Total acreage of parcels available and possibly available for Industrial Use by size class

Table 3 Number of Industrial Use parcels available and possibly available by size class

Table 4 Percentage of available and possibly available land by zoning district

Key to Map III Current and Proposed Development by District

Description of Selected Current and Proposed Development Projects by District

Charlestown
Dorchester
East Boston
South Boston
Boston Proper

CHART 1
BROKERS' LISTINGS OF INDUSTRIAL PARCELS

Status: A=Available
N=Not Available
0=Unknown

BRA #	LOCATION	AREA SQ. FT.	BROKER/OWNER	EDIC #	STATUS	ZONING	COMMENTS OTHER
AB/1	Allston Brighton Between Guest St. and railroad	166,618 3.81	Gordon F. Bloom Richwood Trust Marathon Realty Mr. Imper or Mr. Bloom (825-9850)	22	A	I-2	railroad siding available, adjacent to Mass. Pike
AB/2	Western Ave. between Everett St. and Speedway Avenue	65,281	Carley & Vatalaro	20	N		Land has Texaco station and new car lot
AB/3	Mass. Pike (B & ARR) Everett at Camb. St. and Harvard	408,177 9.4	Multiple owners (See sheet-parcel 26)	26	N		31 parcels combined to make 1
AB/4	83 Seattle St. Allston, at Turnpike	11,000 .25	Paul Alford AL4-2886		A	M-1	suitable for motel or hi-rise
AB/5	269 Western Ave.	25,000 .57	Delany Realtors 254-6619 Mr. Russell		A	M-1	office buildings, garage, on property
AB/6	Western Ave. between Riverdale and Mead	20,000 .46	Allan Zucker 232-7711		A	M-1	New England Telephone maintenance garage on part of site. Asking price too high for industrial use.
AB/7	100 Windom St.	55,400	Madden Brothers 787-9500		A	M-1	Existing structures contain 5,000 sq. ft. & 7,000 sq. ft. floor space. Buildings are for lease.

BRA #	LOCATION	AREA	OWNER	EDIC #	STATUS	ZONING	COMMENTS OTHER
	CHARLESTOWN						
C/1	Form. B & M RR. under prop. Inner Belt	10 acres		31	N		Proposed expansion of Rutherford Ave. may eliminate this.
C/2	Mystic Pier	87,000 2 acres	Mass Port Authority	27	P	W-2	under-utilized
C/4	Rolland & Cambridge Sts.	7 acres		30	?	M-2	adjacent to Sommerville Industrial Park

BRA #	LOCATION	AREA	OWNER	EDIC #	STATUS	ZONING	COMMENTS OTHER
	DORCHESTER						
D/1	Corner Talbot Ave. & Bernard Street	98,000	Scott Booma Meredith Grue	40	0	R-8	Status unknown.
D/2	90-108 Freeport St.	67,000 1.5	Mr. Johnston Rodman & Son RI2-5200	43	A	M-1	railroad build to suit lessee contact Bob Stubblebine, C.W. Whitter, 523-3070
D/3	241 Washington St.	65,000	Jos. Gusenoff L06-1632 CA7-6232	44	0		
D/4	Bounded by MBTA, Freeport St. & SE. Expressway	1,008,959 23.1	Finn & Assoc. Braintree-848-0778 car phone-223-8053	16	A	I-2	access to railroad siding; new industrial area on Freeport St., northeast of site.
D/5	568½ Col. Rd. (Uphams Corner)	15,970	Hal Smith 262-2953	49	N	B-2	in general business district variance necessary
D/6	Neponset Dump	1,708,000 39.2	State Street has option to buy from M. Verrochi	34 a & b	P	I-2	Part vacant, and indoor/outdoor theater on portion. Inappropriate for noxious industrial use.
D/7	Taylor & Water Sts., railroad and Neponset River	915,490 21 acres	Cambridge Nuclear Corp. O. G. Kelley Scott Booma, 935-4050 Mr. Piscattelli	24	A	W-2	10 acres under water inappropriate for industrial use
D/8	Candy Factory & Goldfarb Cleaning	120,659 2.8 acres	Kenneth L. Paine trustee		A		Goldfarb Cleaning, 1 story structure of @ 20,000 sq. ft.

BRA #	LOCATION	AREA	OWNER	EDIC #	STATUS	ZONING	COMMENTS OTHER
	EAST BOSTON						
E/1	New Street between Maverick and Sumner	299,747	New Realty Trust	5	N		Most of this parcel proposed for Waterfront Park under Title VII open space program
E/2	Railroad area--Prescott, Bremen, Brook Streets, and N. E. Express.	281,728	N. Y. Central Railroad 482-7800	4	N		Tracks now out, truck terminal at one end
E/3	Chelsea River, City of Revere & West of McClellan Hghwy.	180,000 4.13	Mr. Bernard, Grossman, 848-2600 BRA parcel 2	1	A	I-2	Plus smaller parcels. R. R. & Semi submerged oil tanks. Owner J. & M. Corp., Grossman enterprises, Braintree
E/4	Suffolk Downs (adjacent), off Bennington	5,370,000 123.3	Mass. Port Auth. (Redstone) BP devel. Mr. May, 482-2930	23 a & b	P	I-2	Most land under water, owners have applied for permission to fill land.
E/6	Suffolk Downs, rear entrance	240,000 5½ acres	Mr. Dimattio PR3-8840		A	?	build and lease
E/7	McClellan Hghwy. & Chelsea St. (C-1) between Bell Steel & MDC pumping	100,000 2.2	Mr. Dimattio	38	A	I-2	Prefers to build to lessee's specifications and lease back
E/8	Marginal St. adjacent to Parcel 6.	746,021 (17.1 acres)	Bethlehem Steel Lillian Tanger	7	N		Stone wharf, plank wharf--phone B. Tanger 569-3600
E/9	Border St. between Condon St. and White	447,883 (10.3 acres)	First Realty	3	N		South Shore Plaza, proposed apt. devel. Plank wharf

BRA #	LOCATION	AREA	OWNER	EDIC #	STATUS	ZONING	COMMENTS OTHER
	HYDE PARK						
H/1	Fairmont Ave. & Pierce St.	110,000 2.5	Wm. McKinnon-Hunneman Co. 742-4430	36	A	M-1	New Haven R. R. abuts property. Will build and lease.
H/2	628-640 Canterbury St.	53,000	Richard Fowler 743 Center St. 542-6500		0		Two plots, one vacant (42,000) one with house (11,000) will sell individually or both
	JAMAICA PLAIN						
J/1	3895 Washington St. Arboret. & Lanesville Road	26,000	Jos. & Char. Rando JA 4-3580	50	A	M-1 I-2	Owner will build to suit tenant and lease back 14,000-zoned M-1 12,000-zoned I-2
J/2	3575-79 Washington St. Forest Hills, corner of of Burnett St.	5,000 .1	Fowler & Sons Dick Fowler		A	M-1	abandoned diner on land
	ROXBURY						
R/1	1542 Columbus Ave.	12,000 .28	Richard Fowler 743 Center St.		A	M-1	Warehouse, building with parking and loading facilities

BRA #	LOCATION	AREA	OWNER	EDIC #	STATUS	ZONING	COMMENTS OTHER
	SOUTH BOSTON						
SB/1	Dorchester St. W. 2nd St; W. 1st St.	100,000 2.2	34 owners	19	P	M-2	Gutted buildings and Vacant. Same residential units deteriorated condition.
SB/2	King Terminal-21 Elkens St. Mr. Edisons high voltage trans.	5,000 .11	Wm. King or Ralph Young AN8-0303	37	A	W-2	
SB/3	320--0 Street (Old Colony Transportation Co.)	91,000 2	Geo. Vigeant of Brockton 997-3131	42	P	M-2	has buildings and loading docks; will sell if can find new location
SB/4	Columbia Pt. Mt. Vernon St. behind Bayside Shopping Center	450,000	Marathon Realty Mr. Imper 825-9850		0		only 130,000-150,000 sq. ft. of land above water
SB/5	Andrew Square 51 Ellery St.	45,000 1.03	Joe Simberg LA7-6640	46	A	M-1	property split-27,000 sq. ft. and 18,000 sq. ft. Jarvis Eng. located between walkway joins lots
SB/6	110-120 W. 2nd St. near Gillette Razor	36,500 8000 Bldg.	Mr. Dow 742-1919	48	A	M-2 I-2	Brick bldg. gd. condit., 10'-14' stud. nr. subway, S.E. Xway, Mass Pike
SB/7	Fargo & C. Sts.	400,000 (3 bldgs.) 9.8 acres	Mr. White, Design Central Assoc. 542-4092	54	A	I-2	not for sale unless presented with a strong, viable plan with financial backing, would develop.
SB/8	U.S. Navy Annex	12-15 acres	U.S.A.	35	N		under-utilized, used for recreation
SB/9	Dover St. Yards	6 acres	MBTA		N		air rights available on 6 acres total site is 33 acres.

BRA #	LOCATION	AREA	OWNER	EDIC #	STATUS	ZONING	COMMENTS OTHER
	SOUTH END						
SE/1	Albany St./South Hampton-#100	60,000 1.3	Downes Lumber Ed Downes 445-3400	39	A	I-2	
SE/2	466 Albany St.	28,195	C.W.Whittier French Shriner Shoe Lessee 523-3070		N		
SE/3	Model Cities Harrison Ave., Eutis Ave., Albany and Hunneman Sts.	5.6 acres 244,300	21 owners, Grayline, Webber Realty, Graham, Berman & Eustis prop. corp.	13	?	?	Grayline interested in devel. area for industrial use.
SE/4	90 Southhampton Street (old Boston Gas property)	20,000	Eliot Cohen, Ginsberg and Sons CA 7-2568	47	A	I-2	Available at rear, front half sold

TABLE 2

Total Acreage of Parcels Available and Possibly Available for Industrial Use by Size Class

	ACRES AVAILABLE						ACRES POSSIBLY AVAILABLE						TOTAL ACRES
ZONING	0-1	1-2	2-8	8-20	Over 20	Sub Total	0-1	1-2	2-8	8-20	Over 20	Sub Total	Totals
M	3.10	2.57	2.52			8.19			4.39			4.39	12.58
I	.73	1.38	10.24		23.14	35.49				9.18	162.51	171.69	207.18
W	.11				21.01	21.12		2.00				2.00	23.12
TOTALS	3.94	3.95	12.76		44.15	54.80		2.00	4.39	9.18	162.51	178.08	242.88

TABLE 3

Number of Industrial Use Parcels Available and Possibly Available by Size Class

	ACRES AVAILABLE						ACRES POSSIBLY AVAILABLE						TOTAL
ZONING	0-1	1-2	2-8	8-20	Over 20	Sub Total	0-1	1-2	2-8	8-20	Over 20	Sub Total	Totals
M	8	2	1	0	0	11	0	0	2	0	0	2	13
I	2	1	3	0	1	7	0	0	0	1	2	3	10
W	1	0	0	0	1	2	0	1	0	0	0	1	3
TOTALS	11	3	4	0	2	20	0	1	2	1	2	6	26

TABLE 4

Percentage of Available and Possibly Available Industrial Land by Zoning District

ZONING	AVAILABLE	POSSIBLY AVAILABLE	TOTAL
M	3.3%	1.8%	5.1%
T	14.7%	70.7%	85.4%
W	8.7%	.8%	9.5%
	26.7%	73.3%	100%

Key to Map #3

CURRENT AND PROPOSED DEVELOPMENT

Allston/Brighton

AB/1	Proposed Industrial Park.
AB/2	Proposed Code Enforcement Area.
AB/3	North Harvard, Charlesview Project.
AB/4	Waverly Street Project.
AB/5	Babcock Towers.

Charlestown

C/1	Port Authority container shipping facility on the Schiavone property
C/2	Little Mystic Channel boating, recreation and housing areas
C/3	Navy Base alternative reuse study
C/4	Charlestown Navy Yard bicentennial historic marine park
C/5	Warren Avenue Dam and bridge - Corps of Engineers
C/6	Community College, retail development
C/7	MBTA yards and potential industrial property

East Boston

EB/1	Shore Plaza housing development
EB/2	Public Facilities waterfront school site
EB/3	Boston East proposal
EB/4	Waterfront park site
EB/5	Mini urban renewal and NDP site
EB/6	Waterfront park at foot of Lewis Street (community vs. Port Authority)
EB/7	Ramada Inn Construction
EB/8	Colonial Inn construction
EB/9	Jeffries Point park improvement
EB/10	Other areas in East Boston currently owned by Port Authority and recently submitted to Governor's Office (community) for release - 80 acres.

EB/11	Under study as 2nd year N.D.P.
EB/12	Parcel not to Amer. Legion Playground.
EB/13	Constitution Beach

Dorchester

D/1	University of Mass
D/2	Commercial Point, Waterfront Park and Boston Gas
D/3	Neponset Dump
D/4	Judge Troy Property

Jamaica Plain

J/1	Bussey Estate

Roxbury

R/1	Proposed Elderly Housing

South Boston

SB/1	British Industries proposal
SB/2	Anthony Athanas
SB/3	Port Authority
SB/4	Navy Base Relocation possibility
SB/5	Port Study Consolidation recommendation
SB/6	Dover Street Yards

Boston Proper

B/1	South Station
B/2	Federal Reserve
B/3	Blue Cross
B/4	Sheraton
B/5	Park Plaza
B/6	Waterfront U.R.
B/7	Downtown U.R.
B/8	Tea party park
B/9	Coast Guard
B/10	North End Park
B/11	Parkway Garage
B/12	Leverett Circle Bridge

West Roxbury

W/1	Saw Mill Brook
W/2	Pope Lumber Yard

Other

0/1	S.W. Corridor Study
0/2	Third Harbor Crossing
0/3	Fenway Urban Renewal Project
0/4	South Cove Urban Renewal Project
0/5	South End Urban Renewal Project
0/6	Washington Park Urban Renewal Project
0/7	Model Cities Urban Renewal Project
0/8	Campus High Urban Renewal Project
0/9	Charlestown Urban Renewal Project

DESCRIPTION OF CURRENT AND PROPOSED DEVELOPMENT PROJECTS

CHARLESTOWN

C-1
Mass. Port Auth. Container Shipping Facility - Mystic River Development Project.

Charlestown - north of B & M Rail Yards & east of Wiggins Terminal Inc. (excluding U. S. Gypsum)

Status: Under construction

Phase 1 - concentrated work on 16 acre area west of U. S. Gypsum Co.

Procedure:

a. removal and/or relocation of scrap iron & steel and scrap operation.

b. construction of new wharf in north channel, procurement of gantry (50 ton capacity), containership berth capability.

c. Cost (Phase 1) - $6,175,000

Phase 2 - concentrated work on remaining area.

Additional berth (900'), dredging & fill (40' depth), transit shed, operations building, maintenance building, consolidations building, utilities, misc.

Cost (Phase 2) - $7,440,000

Mystic River Development Project
by F. R. Harris, Inc., pp. 14-24

C-4
Charlestown Navy Yard - Historic Park Proposal
Charlestown - U. S. Navy Yard

Status: Under study

Characteristics:

size - 111 acres

contact person - Captain Koulipak: 242-1400
Mr. Bradley X 485

zoning - W - 2

Proposals:

A. Improved Access Systems
   1) Vehicular Access

- a) New Warren Ave. Bridge & Dam
- b) Rutherford Ave. extension
- c) Leverett Circle Bridge
- d) New ramps to Mystic Bridge

2) Parking
   - a) permenant, underground facility - 700 car - @ dry dock #2
   - b) Temporary, overflow lots - 400 car - on open lot areas

3) Ground Transit Access
   - a) Bus route on Bunker Hill St. rerouted thru shipyard to Dock Sq.
   - b) Temporary (1975 - 1976) "proto-typical system on waterfront & Freedom Trail

4) Water Access
   - a) Seasonal "water bus" - connecting North End Park Shipyard - Downtown
   - b) Short term (2 week) pleasure - craft, boat parking
   - c) Eventually, a full scale marina

B. Exhibit Areas and Support Facilities
   1) Naval Museum
   2) Restoration of Boston - built ships - including Constitution at Piers 1 thru 4.
   3) Additional Museum on Downtown Waterfront or in Historic Park.
   4) Revolutionary War Museum
   5) Support Facilities incl.
      - a) Administration & Curatorial offices of National Park Service
      - b) Auditorium & Library
      - c) Restaurant
      - d) Staff quarters - for Constitution's and other ship's crews.

C. Motels and Restaurants
   1) Three-hundred room motel, location around First Ave. & Bunker Hill St.
   2) Possible "penthouse" restaurant

Charlestown Naval Shipyard Historic Park Proposal
by Marcia Myers, pp. 3-11, Oct. 1970

C-7
Sullivan Square
MBTA garage, turn-around and yards

Status: Under Study

Site is 36.6 acres in size.

DORCHESTER

D-1
U. Mass. Proposal - "Campus By The Sea"
Dorchester - Columbia Point

Status: Under construction

This 112 acre site has been bought by University of Massachusetts and is presently being developed as its Urban Campus. Ideally suited for this purpose, in terms of location, accessibility, and finances, this property is already under construction.

D-2
Commercial Point - Waterfront Park.
Dorchester - at the end of Victory Road.

Status: In planning

In the bargaining stage for a 99-year lease, this piece of land is to be developed primarily as a boat launching facility and a fish pier. Servicing these operations would be a parking area for 60 cars plus trailers, and other miscellaneous items, such as picnic areas and benches, etc.

Included in the project are plans for landscaping of the area.

D-3
Neponset Dump Site
Dorchester - Hallet St. Dump

Status: Under study

This land, covering a total of 50 acres, has now been proposed as the site of a housing complex.

At the present time, about two-thirds of the proposed site is vacant land.

EAST BOSTON

EB-1
Shore Plaza Housing Development
East Boston - Border Street

Status: In planning

First Realty, the developer, originally proposed a ten-story apartment building and received variance in 1968 to build in an area zoned for Waterfront industry. At the present time, the developer has agreed to the selection of an architect who meets the approval of the community groups, and redesign sessions have begun.

EB-2
Public Facilities Waterfront School Site
East Boston - Border St. opposite Eutaw St.

Status: In planning

This site is proposed for a replacement school for the Barnes Junior High School. The Public Facilities Department and community people have finished the plans for an additional program for the site and an architect has been hired.

EB-3
Boston East Proposal
East Boston - Border St. (west side) between Decatur St. & Central Sq.

Status: In planning

This was originally a proposal to construct a luxury apartment building of 1150 units with a 400 room hotel, a parking garage and some commercial space.

Boston East agreed to enter discussions with East Boston community groups who sought a site for an elementary school along the waterfront with public open space adjoining. While these negotiations progressed, Boston East failed to secure the necessary financing. Thus, the project has been stalled, and a solution is presently being worked out between the City, community, and financial groups.

EB-4
Waterfront Park Site
East Boston - South of Summer & west of Callahan Tunnel

Status: In planning

This site has been sought for recreation land by the community groups in East Boston for about 3 years. At present, an application for federal funds to acquire the site under the Legacy of Parks program is being prepared for City Council submission during the early part of 1972. Approval by HUD of preliminary application for funds is anticipated.

EB-5
Neighborhood Development Program (NDP) Area

Status: In planning

In September, the BRA received approval to acquire this 9.6 acre site. The site is intended primarily for 280 units of low rent public housing for the elderly and 20 units of family public housing. Efforts are now underway to acquire the site and prepare the land for development.

EB-6
Waterfront Park - Lewis Street
East Boston - Block formed by Lewis Street, Marginal Street & Railroad

Status: Under Study

This site, currently vacant and occasionally used for parking is owned by the Mass. Port Authority. Community groups have long sought this site as a buffer from Port Authority seaport operations to the East. This land is appropriate for housing, open space, or a community facility and has been made part of the "80 acres proposal" referred to by EB-10.

EB-8
Colonial Inn
East Boston

Status: Under construction

EB-9
Jeffries Point Park Improvement
East Boston

Status: In planning

Current plans are to develop the site for recreational use in phases. The first phase is currently proposed to include $100,000 in City and Federal funds. Ultimate development is expected to include a fishing pier, swimming pool, playground equipment, passive areas, and a community building.

EB-10
Mass. Port Authority Lands (80 Acres)
East Boston

Status: Under study

Request by the East Boston Recreation Council to Governor Sargent, the Inter-City Task Force, and the Metropolitan District Commission (MDC) for the taking of over 80 acres of the Mass. Port Authority's vacant or under-utilized land for recreation. "Complex negotiation" have begun.

EB-11
Proposed NDP

Status: Under study

This area is presently under study by the BRA and community groups for possible inclusion in the Neighborhood Development Program in the near future.

BOSTON PROPER

BP-1
Public Facilities Parking Garage
Boston - adjacent to North Station

Status: In planning

Public Facility serving 1500-1800 cars in a 7 story parking facility.

BP-6
Fort Point Channel Bicentennial Park
Boston

Status: Under study

In preparation for Prologue '75, this land is to be developed as an historic, marine park. Proposed construction include a marine facility at the mouth of the Fort Point Channel on the Dorchester St. side (at the Boston Tea Party Site), a reconstructed "U.S.S. Beavers" and a water shuttle and landing. This project also shall become a locus for future, core-city development.

SOUTH BOSTON

SB-1
British Industries (33 Acre Proposal)
South Boston (between Northern and Baldwin Sts. and Fort Point Channel and Midway St.)

Status: Under study

As yet, no definite plans have been reviewed.

SB-2
Anthony Athanas - Piers 1, 2, 3, & 4
South Boston - from Piers to Northern St.

Status: Under study

Pier 1; Owned by Anthony's Pier 4, Inc. and presently used for parking; high probability of intense development.

Pier 2; Proposed 22-story hotel and restaurant complex.

Pier 3; Owned by Anthony Athanas but undeveloped.

Pier 4; Site of present Anthony's Pier 4 Restaurant.

SB-3
Port Authority's Fish Pier and Rail Yards.
South Boston - Piers 5 and 6 plus Rail Yards.
from Piers 5 and 6 inland to Summer St. and from B 8T to Harbor St.

Status: In planning

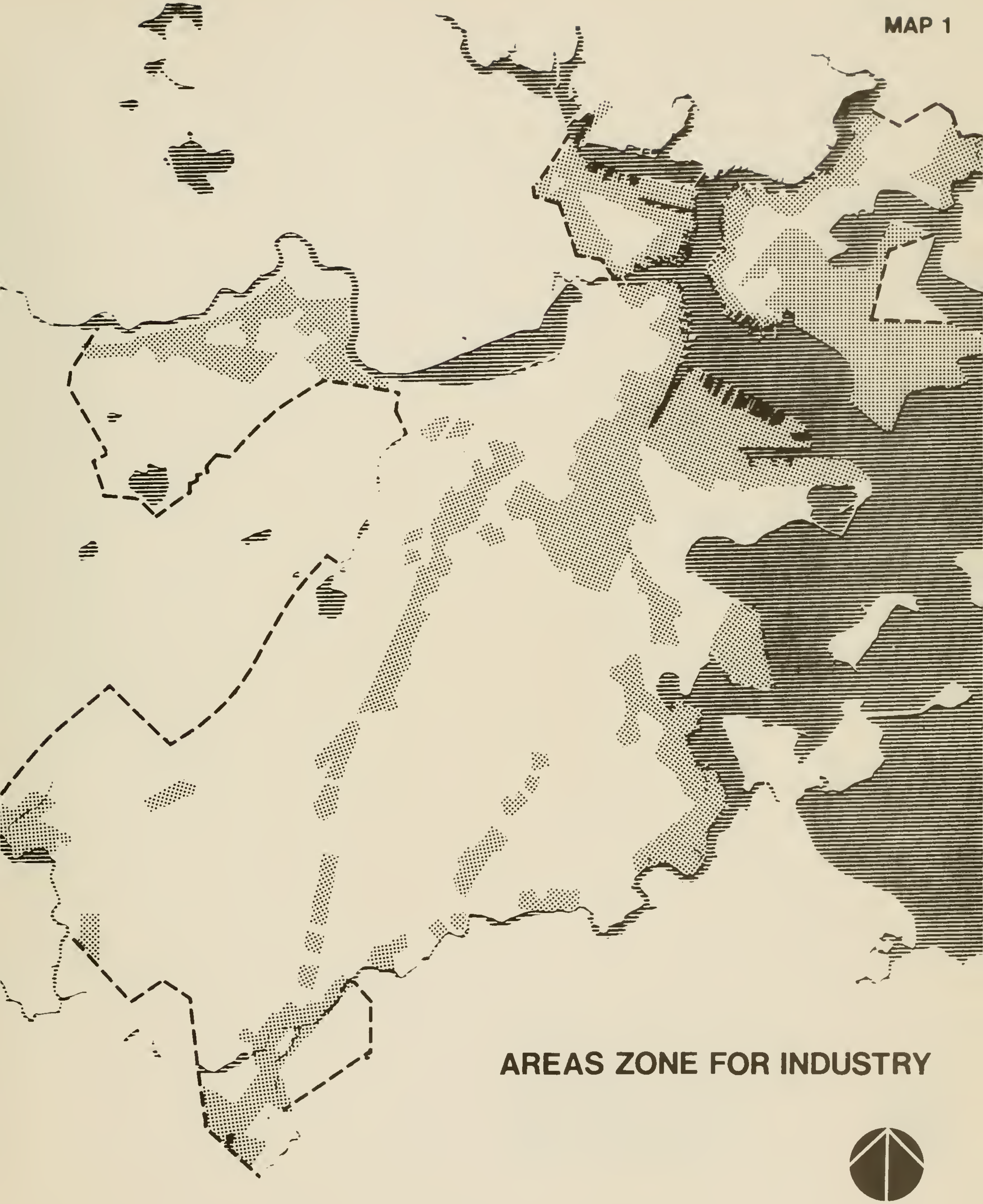
SB-6
Albany St. Yards
South Boston - between Southeast Expressway, Dorchester Ave., &
Broadway St. Bridge.

Status: In planning

Presently used as a railroad yard and commercial scrap dealer, this land has been approved for development as a yard and shop for the M.B.T.A.'s South Shore (Red) Line. Construction of the yard is scheduled to begin within six months.

SW-1
BTPR (Southwest Corridor Segment)
Roxbury, Jamaica Plain, Roslindale, Hyde Park.
Along Penn Central R.R. Tracks from Proposed Inner Belt (@ Ruggles and Whittier Sts.) to Rte. 128, Dedham (@ intersection of Rte. 95).

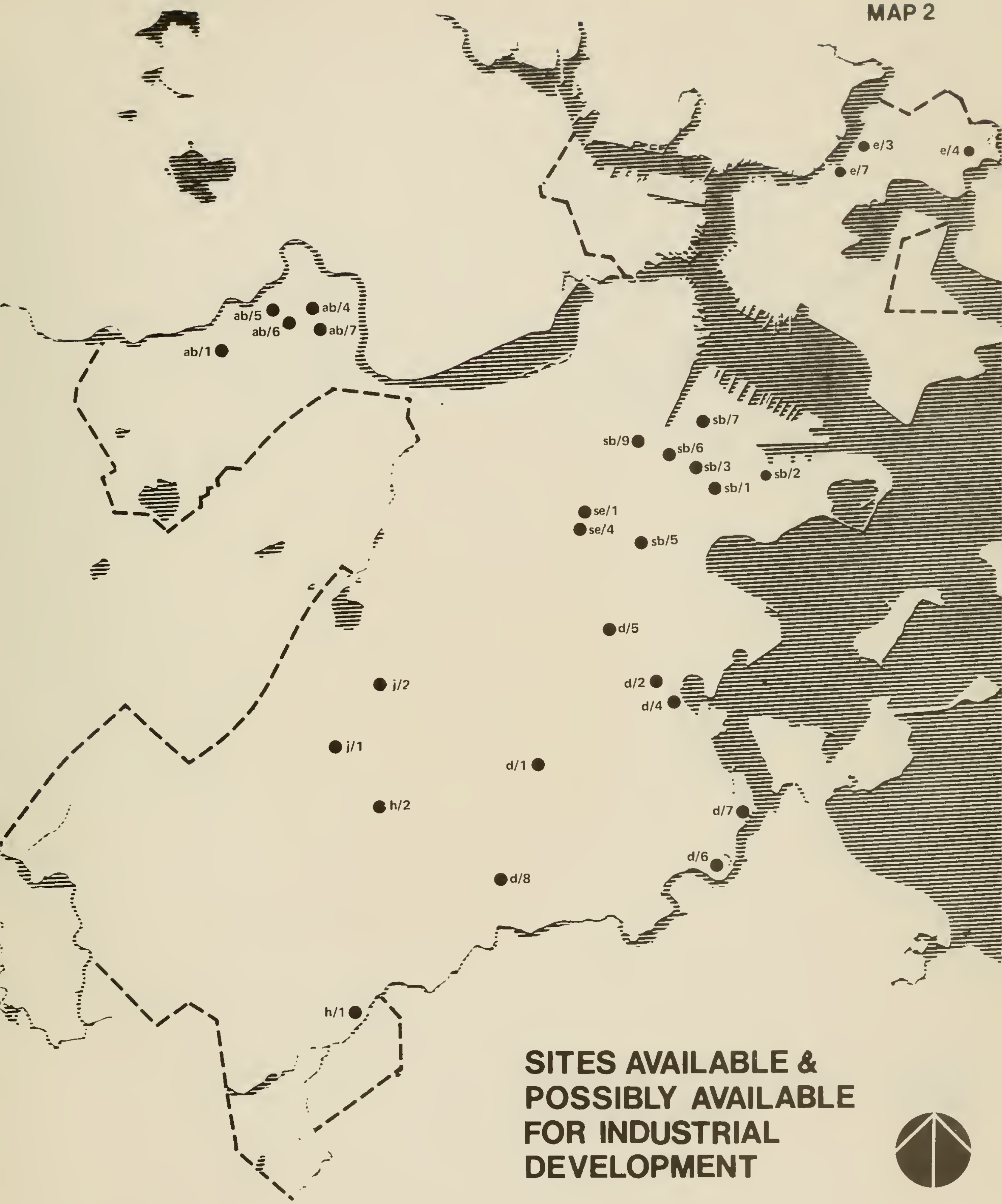
Status: Under study



AREAS ZONE FOR INDUSTRY

BOSTON REDEVELOPMENT AUTHORITY

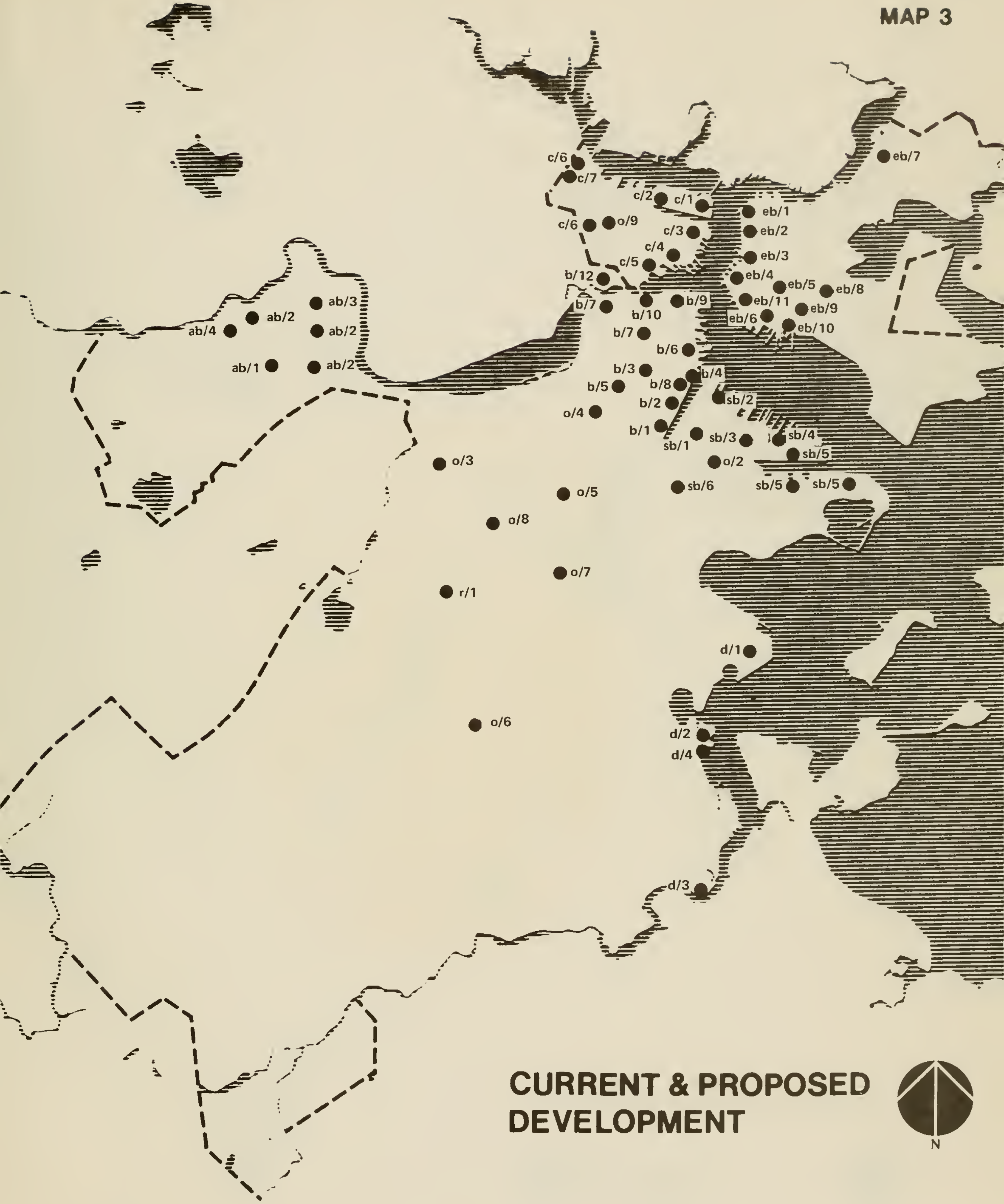
MAP 2



SITES AVAILABLE & POSSIBLY AVAILABLE FOR INDUSTRIAL DEVELOPMENT

BOSTON REDEVELOPMENT AUTHORITY

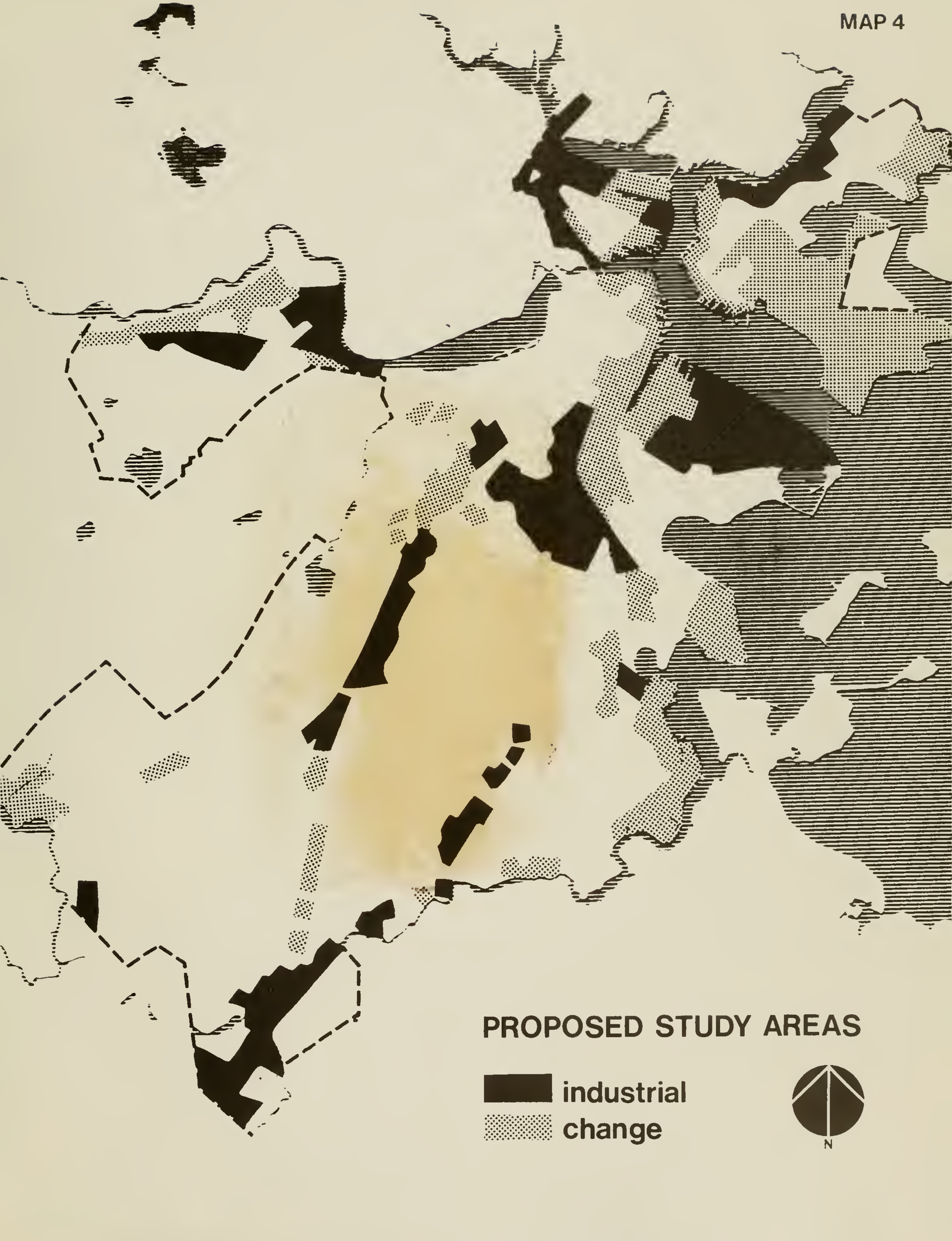
MAP 3



CURRENT & PROPOSED DEVELOPMENT

BOSTON REDEVELOPMENT AUTHORITY

MAP 4



PROPOSED STUDY AREAS

BOSTON REDEVELOPMENT AUTHORITY

4097 46

BOSTON PUBLIC LIBRARY
3 9999 06316 001 2